

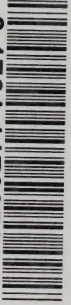
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Government
Publications

THE DOMINION OF CANADA
THE DEPARTMENT OF RAILWAYS AND CANALS

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Circular No. 8

THE HIGHWAYS BRANCH

THE HIGHWAY, THE MOTOR VEHICLE
AND
THE TOURIST IN CANADA

Motor Vehicle Registrations by Provinces, etc.

AND

Entries with Motor Vehicle into and from Canada,
for Touring Purposes, 1926



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1927

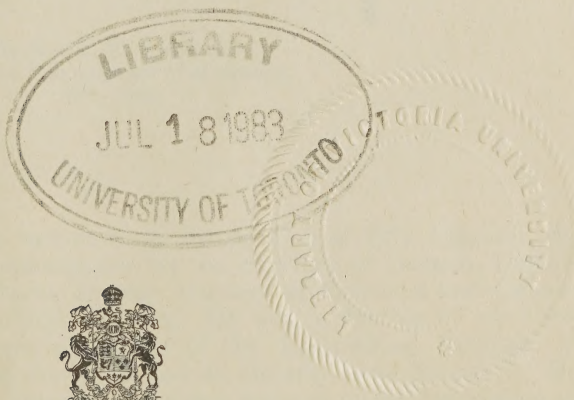
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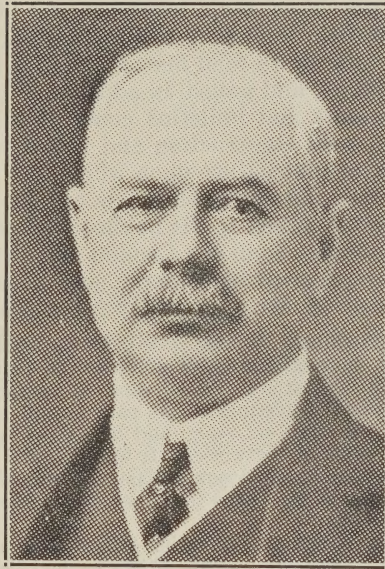


OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1927

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The late A. W. CAMPBELL,
Dominion Commissioner of Highways,
1918 - 1927.

Mr. Campbell occupied at various times the position of City Engineer, St. Thomas, Ont., Good Roads Commissioner for the Province of Ontario, Deputy Minister of Public Works, Ontario, Deputy Minister of Railways and Canals, Ottawa, Commissioner of Highways, Ottawa. He was a member of the Canadian Society of Civil Engineers, a member of the Engineering Institute of Canada, also a Dominion Land Surveyor, and an Ontario Land Surveyor. He organized the Engineers' Club, Toronto, and was a member of the Association of Provincial Engineers of Ontario.

When, following the War, the Dominion Government decided to appropriate \$20,000,000 to subsidize the construction of a Dominion-wide system of main and market roads and interprovincial highways, Mr. Campbell was placed in executive control to administer the Canada Highways Act and supervise the carrying out of its provisions. In the organization of his work he was called upon to study the conditions in the different provinces of Canada and to devise

a uniform classification of roads, and to organize the necessary field and office staff. In connection with that work, Mr. Campbell conferred with the various provincial highway departments as to the best methods of improving the roads of each province and, in due course, prepared standard specifications for the several classes of highway contemplated by the Federal Act. Mr. Campbell's technical training made his services of special value to the provincial highway departments in the consideration of the economic value of the road materials available in the various provinces, their transport and utilization. Mr. Campbell was called upon to furnish, from time to time, technical advice based on the best engineering practice relating to road matters and, in that connection, during his tenure of office, he prepared and issued, in addition to the annual reports of his branch, a number of circulars and bulletins containing a great deal of useful information on matters of road construction and motor transport. The present circular was the last work of that nature upon which Mr. Campbell was engaged when sudden and unexpected illness cut short his career.

Mr. Campbell's body was taken to his boyhood home near Appin, Ont., for burial, and the following extract from the *London Advertiser* of Thursday, May 12, makes appropriate reference to his funeral, and as well, serves to indicate the practical accomplishment of Mr. Campbell's lifelong ambition:—

"A week ago the late Archibald W. Campbell, Commissioner of Highways for the Dominion, was engaged on a tour of inspection of improved roadways in Eastern Ontario and Quebec. Mr. Campbell's interest was official—and it was personal. It was official in that on his certificate the Federal Government has paid out 20 million dollars in subsidies to provincial highways during the last six years, and he wished to see how certain of these roadways had withstood the rigors of the winter. It was personal in that he regarded every roadway as a matter of intimate personal concern, and it was with pride and satisfaction that he noted on his last trip over the roads that they had wintered well and had justified his confidence in their construction.

"Returning to his office in Ottawa he gave his attention to an article dealing with the development of Canadian roadways. It was an article he had been asked to contribute to some Diamond Jubilee Confederation number, and, with his customary thoroughness, he dealt in that article not only with the improvement in Canadian roadways since Confederation, but with the still earlier Indian trails that later became Ontario's principal thoroughfares. One of those old Indian trails became the Longwoods road.

"To-day the Longwoods road is a piece of pavement which would do credit to any downtown city street. It is a roadway rich in Indian lore. And Indians still use it—in most un-Indian motor cars. It is in striking contrast to the country roadway Archie Campbell travelled as a boy, and expresses in a striking manner the advance that has taken place in roadbuilding in the life of the present generation. Over this roadway the remains of the late A. W. Campbell were yesterday taken for burial, and it was much in the thought of many in the extensive funeral cortege that here, at the very front door of the late road commissioner's boyhood home in Ekfrid was already in evidence a monument to the lifework of the farm boy who became an international authority on the most ancient form of transport.

"And the Longwoods road—former Indian trail, later corduroy and plank roadway, still later a gravel turnpike, and now an important part of Route No. 2 of a federated system of interprovincial highways—is but one of a number of similar monuments, in the form of permanent pavement throughout the nine provinces of Canada that now bears striking testimony to the lifework of the boy who, 40 years ago, decided that the improvement of the highways of his country offered a useful and honourable career for a student of engineering. He never married. He gave himself entirely to his profession. Where others talked politics, Archie Campbell talked roads, and because Ontario roads in those days were very bad indeed, he was listened to. It would be beyond the scope of this article to follow at any length the active career of A. W. Campbell in relation to roads. The opening of New Ontario by the Ross Government gave him his first opportunity in a big way for the Ontario Government. He studied always, and finally engineering societies in Canada, in the United States and in Great Britain were proud to listen to this Canadian authority on road building and make him an honorary member of their associations and their institutes. His contribution to the discussion on roads at the World Congress in London three years ago attracted wide attention, and many of his addresses, reports and bulletins on the practical aspects of modern highway construction came to be regarded as authoritative standards within his lifetime."

OTTAWA, March 29, 1927.

Major GRAHAM A. BELL, C.M.G.,
Deputy Minister,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to present for your consideration Circular No. 8 of this Branch, entitled "The Highway, the Motor Vehicle and the Tourist in Canada, 1926."

Yours truly,

A. W. CAMPBELL,
Commissioner of Highways.

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The Highway, the Motor Vehicle and the Tourist in Canada

INTRODUCTION

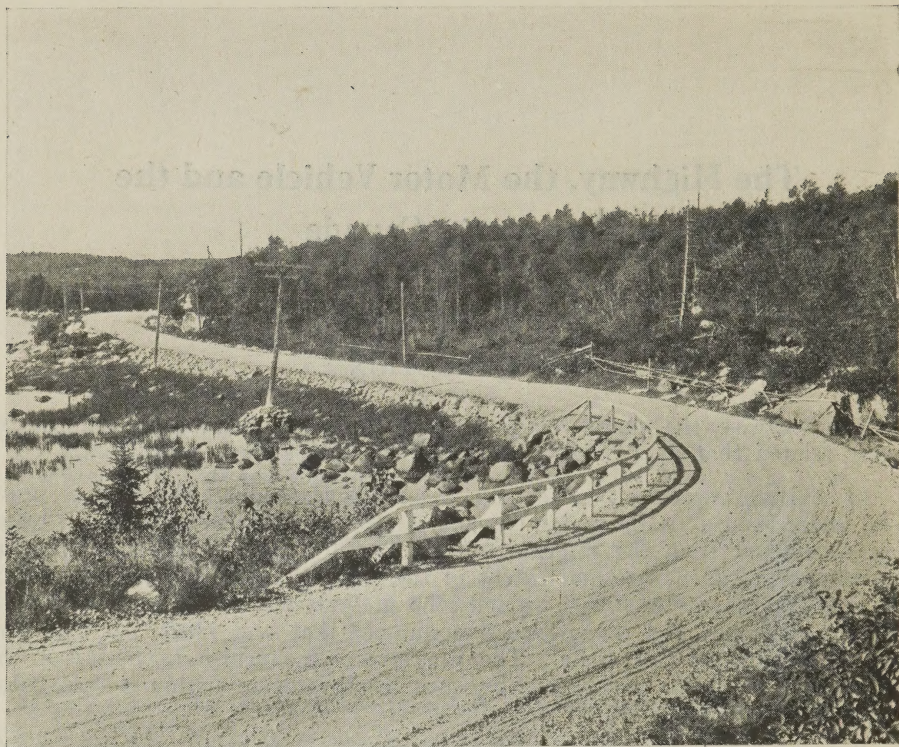
The highway, the motor vehicle and the tourist in Canada are subjects so closely related that it is thought advisable to discuss them concurrently.

In making improvements to principal roads throughout the several provinces, under the provisions of the Canada Highways Act, one of the chief questions considered from the information supplied by the provincial engineering departments is the nature and extent of the existing traffic on the road to be improved, the character of the vehicle, the present number of vehicles travelling over the road and the prospective number that will likely use the road when improvements are made. The provinces also furnish estimates of the development of traffic occasioned by such improvements within a reasonable future period.

Without these statistics showing the classification and frequency of the traffic, load and speed permitted and the effect of these upon construction and maintenance economical planning cannot be ensured. The approval of plans under the Canada Highways Act and, in fact, all roads undergoing improvement, is, consequently, influenced by the information contained in this circular.

The popularity of road improvement in Canada is shown by the increased traffic. The large outlays now being made upon road improvement are justified by the rapidly increasing traffic, both of a local and foreign tourist nature. In 1926 federal, provincial and municipal expenditures on the improvement and maintenance of roads amounted to approximately \$45,500,000. The number of persons employed in road construction during 1926 reached a total of 26,071 and was greater than in any of the past seven years. A total of 5,788 miles of road was constructed during 1926. Municipal councils, provincial councils and federal organizations are all devoting special attention to the matter of road improvement, road repair and road maintenance. The plan of roadmaking generally adopted under the Canada Highways Act and being largely followed by provincial and municipal administrative authorities is along progressive lines. The volume of traffic determines the width of the road-bed and the density and weight of traffic resolve the type, dimensions and character of construction ultimately undertaken. In working towards this maturity many roads were for the time improved as first-class gravel roads, then receiving surface treatment and finally demanding, in the interest of economy, the highest type of surfacing.

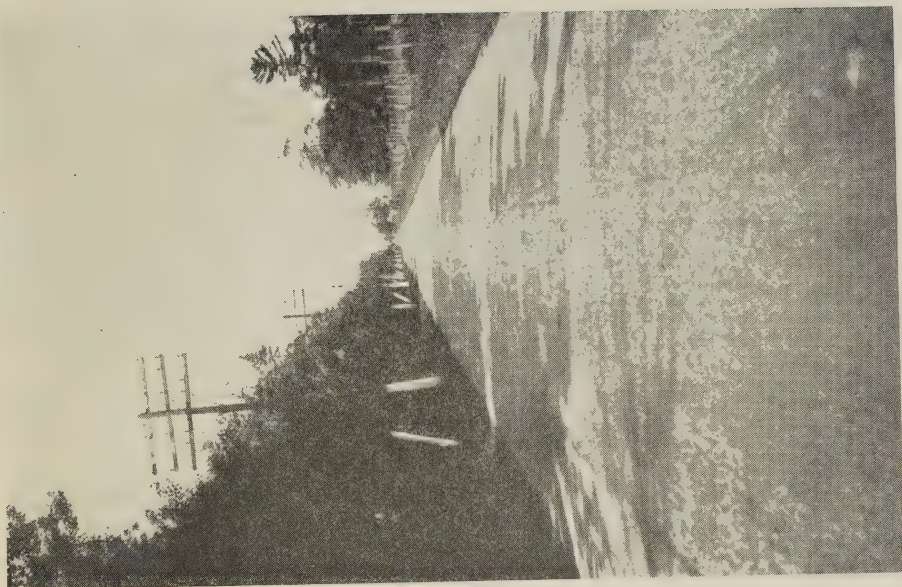
Good practice indicates that, in the interest of the rapidly accumulating traffic and for the exercise of physical freedom as well as a greater margin of safety, the travelled way should not be narrowed but rather that it should be widened; this widening to be proportionate as the city or centre is approached.



Halifax-Yarmouth road, via South Shore. Project No. 28. Gravel surfaced road. Completed 1922. View taken near East River, Lunenburg Co., N.S.



Richibucto road, New Brunswick, improved under Canada Highways Act.



Typical sample of Quebec road improvement under
Canada Highways Act.



Prince Edward Island gravel road, as improved under
Canada Highways Act

Due to the natural procedure in the growth of our highway construction program the routes adjacent to cities are usually directed toward the centres of the community and these arteries throw a large volume of rural traffic into the current of urban congestion. Traffic will gradually demand an increased width of the road as cities and busy centres are being approached, to accommodate the increasing traffic leading into these centres from various sources. For example, the traffic originates at the farm and, as it passes other farms and lateral or local roads and approaches the city, intermingles with the suburban and city traffic, creating a density of travel that must be accommodated.

A careful study of the use of the highway, the increased weight of passenger cars and trucks, the increase in speed permissible and the effect of rain, sleet and ice upon road surfaces has brought about modified practice with respect to crowning and finishing, so that only sufficient curvature is allowed to properly shed the water to the side ditches. This crown is being flattened for safety, greater efficiency and better appearance.

SPEED LIMIT

The speed to which motor cars should be limited requires careful thought. Early legislation denied people the right to operate a car at a faster rate than twenty-five miles per hour. The Ontario Government now proposes to extend the limit of safety speed to thirty-five miles per hour. The principal roads in Ontario have been built to withstand even a greater speed than this legislation allows.

The builders of motor cars have appreciated the economic value and have concurred to the extent that they are now involving in their design the latest thoughts of ingenious invention. The high-class motor car of to-day is considered the most attractive and most comfortable means of travel. Even yet sharp steel tires shock and grind the stone and create a dust which, under traffic, is lifted and blown away. The extent of this wear and tear on the road is not fully estimated. The surface is worn and ruffled and, under most careful conditions, is very wearing to vehicles and annoying to the users of the road.

REGISTRATIONS

The total registrations of passenger and commercial vehicles, of autobuses and taxis, of motor cycles and dealers, allotting one car in stock to each, in 1926 numbered in all provinces in Canada 838,925, representing an increase of 110,920 vehicles, or 15 per cent over the total registrations for 1925, as compared with an increase of 12 per cent in 1925 over 1924. Registrations of passenger vehicles numbered 728,905 in 1926, an increase of 89,210, or 14 per cent over 1925 registrations, which the registrations of commercial trucks reached a total of 87,182, an increase of 12,693, or 17 per cent, over 1925. In 1926 the registration of motor cycles showed a decrease of 5 per cent as compared with the 1925 figures.

The names are given of vehicles that were imported into the Dominion from the United States, Great Britain, France and Italy, and sold and registered in Canada, as well as those representing, wholly or in part, primary production in the Canadian automotive industry in 1926. Upon such importations of motor vehicles, and upon motor cycle and motor vehicle parts, and tires, the federal Government collected in 1926 through import duties and excise taxes \$20,793,-615.88.

REVENUES FROM REGISTRATION FEES, ETC.

In 1925 the gross revenue from registration of motor vehicles, fines, etc., and gasoline taxes in Canada amounted to \$17,570,245. As shown, according to provinces, on page 21 the total revenue from similar sources in 1926 was \$18,104,167. Using the figures supplied by the province of Quebec for 1925 (\$3,319,919) as an estimate of the probable revenue collected in 1926, the gross revenue collected in the Dominion of Canada on account of motor licenses, registrations, fines, etc., and gasoline taxes is \$21,324,086.

The extent to which gasoline is a factor in trade and commerce throughout the Dominion is indicated by the following schedule of the approximate quantities of gasoline that were consumed by motor vehicles during 1926, as shown by gross revenues from the gasoline taxes collected in that year:—

	Gasolene tax per gallon	Approximate Number of gallons used by Motor Vehicles
	cents	
Alberta.....	2	21,188,898
British Columbia.....	3	23,675,975
Manitoba.....	3	17,433,810
Nova Scotia.....	3	6,883,228
Ontario.....	3	117,792,494
Prince Edward Island.....	2	1,588,024
Quebec.....	3	

All of the provinces, with the exception of New Brunswick and Saskatchewan, impose a tax of from 2 cents to 3 cents per gallon on gasoline consumed by motor vehicles.

TOURIST TRAFFIC

In 1926 returns were received from 129 customs ports at which entries of American cars were recorded, as compared with returns from 110 in the previous year. Owing to entries for the two previous years including all vehicular traffic (local, crossing possibly several times in one day, as well as tourist traffic) at one port in New Brunswick the total entries of American cars admitted into Canada for the 24-hour period shows a decrease, as compared with the 1925 figures. In former reports it was not pointed out that the report covering one port of entry in New Brunswick included local as well as foreign tourist traffic. In order to make it conform to the practice at all other customs ports of entry, tourist traffic only has been recorded in 1926, which shows a decrease at the particular port. For the period not exceeding one month an increase from 481,161 (in 1925) to 550,906 (in 1926), or 14 per cent, is noted, while for the period exceeding one month and not exceeding six months an increase from 2,948 (in 1925) to 4,168 (in 1926), or 41 per cent, is recorded.

The estimate of \$203,197,820 given on page 33 as the gross estimated outlays of foreign motor tourists in Canada during 1926 is based on the assumption that each vehicle contained four persons and each person made an outlay of \$5 daily for supplies and exportable purchases, estimating that each touring party stayed on Canadian soil full time of permits for the one-day period and half time of permits for longer periods. Similarly calculated, the estimate for the previous year was \$188,555,400. On the same method of reasoning approximately \$60,000,000 would represent the amount spent by Canadians in the United States during 1926, the balance being in favour of Canada.



View of a section of the Toronto-Hamilton highway.



Section of London to Windsor highway--Ready for hard surfacing.

The motor tourist traffic has gradually increased until to-day it is one of Canada's important sources of revenue. The value of the Canadian wheat crop for 1926 approached the half-billion dollar mark. While yet in its infancy, it is estimated that the motor tourist traffic brought into Canada slightly over one-fifth of a billion dollars.

MAINTENANCE OF ROADS

The roads of the country fall within certain classification from the chief highways to the most unimportant lateral road. The construction of these roads depends upon the nature and frequency of the traffic, originating, accumulating and finally concentrating at certain points, the efficiency of the road depends upon its careful primary construction but the long service of the road depends upon its care and systematic and intelligent maintenance after construction. There is just as much judgment exercised in connection with the selection, care and operation of the implements required to maintain the road as in its construction. Intelligent planning and supervision in the making of the road is so important as to form the chief factor in connection with economical maintenance. The amount of thought, and study which are now being devoted to the care, protection and security of roads is possibly the great economical problem towards which engineers of experience devote and direct their attention in writing or otherwise communicating their study and observations in connection with the highway, the motor vehicle and the tourist in Canada.

CLASSIFICATION OF REGISTRATIONS OF MOTOR VEHICLES BY PROVINCES IN 1926

Province	Totals	Passenger Vehicles	Commercial Trucks	Auto Buses	Motor Cycles	One Vehicle per Dealer	Motor Trailers	Motor Tractors
Ontario.....	390,126	343,992	39,012	370	3,345	2,009	1,398	Not licensed
Quebec.....	107,994	84,384	15,018	6,508†	2,084	1,288	Nil	Nil
Saskatchewan.....	97,267	86,105	8,686	1,013*	175†	274	352	79
British Columbia.....	68,436	56,272	10,661	No record	798	489	No record	No record
Alberta.....	65,590	59,767	4,362	646*	326	432	Nil	Nil
Manitoba.....	58,724	53,104	4,674	Nil	514	133	61	37
Nova Scotia.....	26,006	22,580	2,989	29	177	152	4	8
New Brunswick.....	21,182	19,290	1,626	34	68	10	No record	No record
Prince Edward Island.....	3,458	3,317	125	1	5	Nil	Nil	11
Yukon.....	142	94	29	2	6			
CANADA.....	838,925	728,905	87,182	8,603	7,498	4,787	1,815	135

*All livery. †Includes 14 pedal bicycles with motor attachment. ‡Includes 4,919 taxis.

ORIGINAL REGISTRATIONS OF MOTOR VEHICLES AND LICENSES TO GARAGE OWNERS, BY PROVINCES, DURING 1926

Province	Passenger	Commercial Truck	Buses	Motor Cycles	Motor Trailers	Dealers	Motor Tractors	Garages
Alberta.....	9,813	1,224	.....	.....	.....	128	.....	29
British Columbia.....	11,851	1,769	No record	158	No record	No record	33	No record
Manitoba.....	No record	No record	No record	No record	No record	No record	No record	No record
New Brunswick.....	3,931	357	16	19	4	No record	2	No record
Nova Scotia.....	4,493	473	Nil	Nil	Nil	43	Nil	Nil
Ontario.....	57,935	No record	No record	449	No record	No record	No record	No record
Prince Edward Island.....	450	25	Nil	Nil	Nil	2	Nil	Nil
Quebec.....	15,227	2,671	1,301*	278	.....	.....	.....	No record
Saskatchewan.....	No record	No record	No record	No record	No record	No record	No record	No record
Yukon.....	No record	No record	No record	No record	No record	No record	No record	No record
CANADA.....	103,700	6,519	1,317	904	4	173	35	29

*Includes 1,216 taxis.

COMPARATIVE DATA OF AGGREGATES OF REGISTRATIONS OF MOTOR VEHICLES IN ALL PROVINCES FROM 1916 TO 1926 INCLUSIVE

Province	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926
Alberta.....	9,516	20,624	29,600	38,000	38,462	40,292	40,642	43,044	48,547	54,357	65,590
British Columbia.....	9,457	11,625	15,370	21,350	28,850	32,850	34,370	40,518	48,626	56,618	68,436
Manitoba.....	12,765	17,507	24,012	29,313	37,571	38,632	42,205	42,567	44,262	51,241	58,724
New Brunswick.....	2,965	5,251	6,434	8,061	11,216	13,611	13,736	18,829	20,003	19,022	21,182
Nova Scotia.....	3,012	5,350	8,100	10,030	12,635	14,275	16,159	18,384	20,764	22,853	26,006
Ontario.....	54,375	83,308	114,376	139,288	177,561	206,515	241,839	281,010	309,441	344,112	390,126
Prince Edward Island.....	59	303	676	999	1,419	1,757	2,167	2,454	2,590	2,955	3,458
Quebec.....	15,336	21,213	28,333	33,397	47,159	54,660	62,087	72,427	85,145	97,657	107,994
Saskatchewan.....	15,900	32,505	50,580	56,397	60,314	61,175	61,367	67,056	70,748	79,078	97,267
Yukon.....	89	93	87	71	81	81	85	96	105	112	142
CANADA.....	123,464	197,779	277,578	336,806	415,268	463,848	514,657	585,079	650,231	728,005	838,925

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES AND TOWNS, 1926

PROVINCE OF ALBERTA

City or Town	Totals	Passenger Vehicles	Commercial Trucks	Motor Cycles	Taxis (Livery)	Dealer
Calgary.....	9,796	9,685	Included	Included	89	22
Edmonton.....	7,712	7,563	Included	Included	112	37
Lethbridge.....	1,412	1,375	Included	Included	21	16
Medicine Hat.....	928	895	Included	Included	27	6
Totals.....	19,848	19,518	.....	.....	249	81

PROVINCE OF BRITISH COLUMBIA

Vancouver.....	29,684	24,936	4,214	441	No record	93
Victoria.....	9,493	8,018	1,281	164	"	30
New Westminster.....	9,034	7,480	1,444	83	"	27
Vernon.....	3,320	2,641	639	20	"	20
Nanaimo.....	2,707	2,135	541	19	"	12
Penticton.....	1,766	1,374	370	10	"	12
Cumberland.....	1,631	1,274	352	2	"	3
Duncan.....	1,370	1,065	291	9	"	5
Cranbrook.....	1,320	1,136	176	.....	"	8
Kamloops.....	1,222	977	226	10	"	9
Nelson.....	1,002	813	171	10	"	8
Rossland.....	726	621	97	4	"	4
Fernie.....	719	632	79	2	"	6
Revelstoke.....	397	332	56	5	"	4
Alberni.....	420	319	94	4	"	3
Prince George.....	386	322	58	1	"	5
Prince Rupert.....	348	150	188	5	"	5
Grand Forks.....	310	251	53	3	"	3
Merritt.....	308	253	53	.....	"	2
Smithers.....	269	223	42	1	"	3
Ashcroft.....	223	168	53	1	"	1
Greenwood.....	215	195	20	.....	"	.....
Fort Fraser.....	202	157	40	2	"	3
Golden.....	171	140	29	.....	"	2
Wilmer.....	169	138	28	.....	"	3
Williams Lake.....	161	129	31	1	"	.....
Quesnel.....	108	91	16	.....	"	1
Pouce Coupe.....	76	68	8	.....	"	.....
Clinton.....	70	62	8	.....	"	.....
Lillooet.....	61	35	26	.....	"	.....
New Denver.....	58	47	11	.....	"	.....
Kaslo.....	58	45	10	1	"	2
Stewart.....	48	29	19	.....	"	.....
Atlin.....	15	13	2	.....	"	3
Anyox.....	13	2	11	.....	"	.....
Queen Charlotte.....	4	1	3	.....	"	.....
Totals.....	68,084	56,272	10,740	798	"	274

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES
AND TOWNS, 1926—*Continued*

PROVINCE OF MANITOBA

City or Town	Totals	Passenger Vehicles	Commer- cial Trucks	Motor Cycles	Taxis (Livery)	Dealer
Winnipeg.....	19,732	16,669	2,378	328	No record	357
Brandon.....	1,645	1,480	131	8	"	26
St. Boniface.....	1,180	996	171	9	"	4
Portage la Prairie.....	761	601	129	9	"	22
St. James.....	942	852	70	19	"	1
St. Vital.....	580	518	51	9	"	2
Kildonan East.....	471	433	32	6	"	
Kildonan West.....	287	256	23	8	"	
Dauphin.....	343	323	10		"	10
Neepawa.....	302	277	12	1	"	12
Minnedosa.....	283	265	10	1	"	7
Morden.....	282	251	16	2	"	13
Selkirk.....	263	224	28	2	"	9
Fort Garry.....	260	220	36	4	"	
Killarney.....	252	241	3		"	8
Transcona.....	248	226	18	4	"	
Carman.....	215	194	11		"	10
Virden.....	199	179	9		"	11
Winkler.....	170	148	7	2	"	13
Hamiota.....	163	148	8	1	"	6
Swan River.....	163	145	6	2	"	10
Hartney.....	162	154			"	8
Manitou.....	154	139	8		"	7
Russell.....	151	135	10	2	"	4
Souris.....	145	138	2		"	5
Stonewall.....	139	124	6	2	"	7
Melita.....	137	126	4		"	7
Beausejour.....	137	126	7		"	4
Roblin.....	129	120	4	1	"	4
Emerson.....	124	118	4	2	"	
Plum Coulee.....	123	108	3	5	"	7
Deloraine.....	118	102	7		"	9
Boissevain.....	117	106	3		"	8
Gladstone.....	115	107	3		"	5
Morris.....	113	86	15		"	12
Oak Lake.....	112	108	3		"	1
Shoal Lake.....	108	91	9		"	8
Gilbert Plains.....	102	92	6		"	4
Carberry.....	103	94	4		"	5
Wawanesa.....	90	79	4	1	"	6
Grandview.....	89	82	4	1	"	2
Rivers.....	81	73	4		"	4
Teulon.....	80	71	2	2	"	5
Birtle.....	79	65	10		"	4
Rapid City.....	78	72	4		"	2
Pilot Mound.....	73	69	1	1	"	2
Rosburn.....	65	63	2		"	
Elkhorn.....	61	52	4		"	5
Tuxedo.....	56	51	4	1	"	
Brooklands.....	58	51	5		"	2
Foxwarren.....	50	49	1		"	
Binscarth.....	49	40	4	1	"	4
Gretna.....	49	42		1	"	6
Ste. Rose du Lac.....	45	41	1	2	"	1
Napinka.....	38	36			"	2
Winnipeg Beach.....	29	18	10	1	"	
Gimli.....	25	16	9		"	
Winnipegosis.....	18	18			"	
The Pas.....	9	7	2		"	
Total.....	32,152	27,715	3,328	438	"	671

**REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES
AND TOWNS, 1926—Continued**

PROVINCE OF NEW BRUNSWICK

City or Town	Totals	Passenger Vehicles	Commer- cial Trucks	Motor Cycles	Taxis (Livery)	Dealer
St. John.....	3,485	3,073	412	No record	No record	No record
Moncton.....	1,772	1,608	164	"	"	"
Fredericton.....	869	749	120	"	"	"
St. Stephen.....	497	407	90	"	"	"
Woodstock.....	480	446	34	"	"	"
Bathurst.....	410	375	35	"	"	"
Campbellton.....	409	367	42	"	"	"
Sackville.....	361	334	27	"	"	"
Edmundston.....	344	324	20	"	"	"
Sussex.....	246	222	24	"	"	"
Newcastle.....	239	216	23	"	"	"
Chatham.....	200	174	26	"	"	"
Fairville.....	197	121	76	"	"	"
Grand Falls.....	177	162	15	"	"	"
Milltown.....	164	155	9	"	"	"
St. Andrews.....	152	128	24	"	"	"
Devon.....	147	131	16	"	"	"
Shediac.....	135	117	18	"	"	"
Hartland.....	134	127	7	"	"	"
St. George.....	113	96	17	"	"	"
Marysville.....	97	90	7	"	"	"
Perth.....	84	75	9	"	"	"
Andover.....	78	76	2	"	"	"
Dalhousie.....	77	73	4	"	"	"
Totals.....	10,867	9,646	1,221			

PROVINCE OF NOVA SCOTIA

Halifax.....	3,297	2,785	512	No record	No record	No record
Sydney.....	1,307	1,122	185	"	"	"
Truro.....	816	707	109	"	"	"
New Glasgow.....	719	637	82	"	"	"
Amherst.....	649	579	70	"	"	"
Yarmouth.....	638	531	107	"	"	"
Dartmouth.....	517	456	61	"	"	"
Glace Bay.....	465	409	56	"	"	"
Bridgewater.....	337	302	35	"	"	"
Kentville.....	335	301	34	"	"	"
Stellarton.....	320	295	25	"	"	"
Springhill.....	306	290	16	"	"	"
Windsor.....	248	226	22	"	"	"
Pictou.....	234	217	17	"	"	"
North Sydney.....	233	203	30	"	"	"
Lunenburg.....	227	207	20	"	"	"
Wolfville.....	212	191	21	"	"	"
Westville.....	211	199	12	"	"	"
New Waterford.....	181	164	17	"	"	"
Berwick.....	174	156	18	"	"	"
Sydney Mines.....	173	164	9	"	"	"
Bridgetown.....	166	153	13	"	"	"
Parrsboro.....	159	146	13	"	"	"
Liverpool.....	156	133	23	"	"	"
Digby.....	147	113	34	"	"	"
Antigonish.....	140	127	13	"	"	"
Middleton.....	134	114	20	"	"	"
Oxford.....	119	94	25	"	"	"
Shelburne.....	116	94	22	"	"	"
Annapolis Royal.....	112	101	11	"	"	"
Trenton.....	103	92	11	"	"	"
Dominion.....	97	94	3	"	"	"
Stewiacke.....	91	76	15	"	"	"
Mahone Bay.....	81	75	6	"	"	"
Mulgrave.....	78	67	11	"	"	"
Inverness.....	72	67	5	"	"	"
Lockeport.....	56	44	12	"	"	"
Hantsport.....	51	45	6	"	"	"
Canso.....	51	44	7	"	"	"
Joggins.....	49	48	1	"	"	"

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES
AND TOWNS, 1926—*Continued*

PROVINCE OF NOVA SCOTIA—*Concluded*

City or Town	Totals	Passenger Vehicles	Commer- cial Trucks	Motor Cycles	Taxis (Livery)	Dealer
Port Hawkesbury.....	49	45	4	No record	No record	No record
Louisburg.....	42	36	6	"	"	"
Wedgeport.....	19	18	1	"	"	"
Port Hood.....	19	15	4	"	"	"
Clark's Harbour.....	19	17	2	"	"	"
	13,725	11,999	1,726	"	"	"

PROVINCE OF ONTARIO

Toronto.....	75,538	63,841	9,890	1,454	No record	353
Hamilton.....	15,791	13,608	1,964	127	"	92
Ottawa.....	10,258	8,702	1,345	140	"	71
Windsor.....	9,237	7,793	1,350	41	"	53
London.....	8,969	7,740	1,099	80	"	50
Brantford.....	3,318	2,825	439	34	"	20
Kitchener.....	3,317	2,938	322	35	"	22
Niagara Falls.....	3,190	2,727	413	38	"	12
St. Catharines.....	3,147	2,653	446	25	"	23
Sarnia.....	2,519	2,294	210	2	"	13
Chatham.....	2,518	2,144	345	8	"	21
St. Thomas.....	2,484	2,251	204	9	"	20
Oshawa.....	2,484	2,158	251	38	"	37
Kingston.....	2,458	2,127	276	29	"	26
Sault Ste. Marie.....	2,448	2,232	175	24	"	17
Peterboro.....	2,417	2,114	247	43	"	13
Guelph.....	2,326	2,057	225	22	"	22
Stratford.....	2,150	1,927	174	9	"	40
Fort William.....	2,069	1,757	271	17	"	24
Belleville.....	1,862	1,605	220	11	"	26
Welland.....	1,847	1,587	221	23	"	16
Port Arthur.....	1,750	1,537	191	14	"	8
Galt.....	1,605	1,391	179	26	"	9
Owen Sound.....	1,449	1,290	133	9	"	17
North Bay.....	1,379	1,250	109	11	"	9
Woodstock.....	1,331	1,131	165	15	"	20
	167,861	143,679	20,864	2,284	"	1,034

PROVINCE OF PRINCE EDWARD ISLAND

Charlottetown.....	743	738				5
Summerside.....	353	350				3
	1,096	1,088		No record	No record	8

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES
AND TOWNS, 1926—*Continued*

PROVINCE OF QUEBEC

City or Town	Totals	Passenger Vehicles	Commer- cial Trucks	Motor Cycles	Taxis (Livery)	Dealer
Montreal.....	40,280					
Quebec.....	5,719					
Sherbrooke.....	2,586					
Westmount.....	1,612					
Three Rivers.....	1,427					
Verdun.....	1,284					
Hull.....	1,206					
Outremont.....	960					
Lachine.....	718					
St. Hyacinthe.....	693					
Shawinigan.....	657					
Thetford Mines.....	583					
St. Jean.....	521					
Chicoutimi.....	489					
Joliette.....	484					
St. Lambert.....	470					
Levis.....	402					
Valleyfield.....	391					
Longueuil.....	389					
St. Laurent.....	347					
Granby.....	338					
Grand Mere.....	319					
Magog.....	302					
Drummondville.....	298					
Sorel.....	289					
Cap de la Madeleine.....	276					
Montreal West.....	271					
St. Jerome.....	270					
Coaticook.....	267					
Huntingdon.....	265					
Victoriaville.....	263					
Lennoxville.....	260					
Jonquiere.....	253					
Richmond.....	240					
Farnham.....	220					
Riviere du Loup.....	216					
Waterloo.....	207					
Iberville.....	188					
East Angus.....	175					
Ste. Anne de Bellevue.....	165					
Lachute.....	161					
Ste. Therese.....	153					
Roberval.....	150					
Terrebonne.....	148					
Ste. Rose.....	147					
Kenogami.....	147					
Bedford.....	144					
Ste. Agathe des Monts.....	141					
Montreal North.....	133					
Buckingham.....	132					
Nicolet.....	126					
Rimouski.....	121					
Aylmer.....	119					
Montmagny.....	118					
La Tuque.....	114					
Windsor.....	110					
Pointe aux Trembles.....	109					
Laprairie.....	106					
Dorval.....	100					
Bromptonville.....	94					
Beauceville.....	93					
St. Joseph d'Alma.....	87					
Beloeil.....	84					
Cookshire.....	84					
Black Lake.....	82					
Beauharnois.....	81					
Isle Dorval.....	80					
Berthier.....	79					
St. Pierre.....	79					
Chateauguay.....	79					

Not segregated

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES
AND TOWNS, 1926—*Concluded*PROVINCE OF QUEBEC—*Concluded*

City or Town	Totals	Passenger Vehicles	Commer- cial Trucks	Motor Cycles	Taxis (Livery)	Dealer
Rigaud.....	74					
Dorion.....	74					
Marieville.....	73					
Louiseville.....	72					
Donaconna.....	72					
Bagotville.....	72					
Scotstown.....	71					
Lauzon.....	69					
Beauport.....	68					
Acton Vale.....	62					
St. Leonard de Port Maurice	61					
La Salle.....	59					
Montreal East.....	56					
Arthabaska.....	56					
Greenwald Park.....	54					
L'Assomption.....	54					
Beaconsfield.....	53					
Pointe Claire.....	49					
Montreal South.....	44					
Laval des Rapides.....	39					
Port Alfred.....	36					
Mount Royal.....	34					
St. Ours.....	29					
Temiscamingue.....	27					
St. Tite.....	24					
Laurentides.....	21					
Quebec West.....	21					
Three Pistoies.....	19					
St. Michel.....	19					
Isle Maligne.....	16					
Laval sur le Lac.....	7					
Megantic.....	7					
Maple Grove.....	6					
Baie d'Urfee.....	5					
Laval de Montmorency.....	4					
De Lery.....	4					
Courville.....	3					
Hampstead.....	2					
Isle Cadieux.....	1					
Lac Sergent.....	1					
Total.....	71,219					

Not segregated

PROVINCE OF SASKATCHEWAN

Regina.....	5,540	4,848	535	16	42	99
Saskatoon.....	3,919	3,400	366	11	61	81
Moose Jaw.....	2,944	2,576	281	17	16	54
Prince Albert.....	844	727	85	1	16	15
Swift Current.....	785	636	101	3	14	31
North Battleford.....	748	673	43		13	19
Weyburn.....	700	593	85		7	15
Totals.....	15,480	13,453	1,496	48	169	314

YUKON

Dawson.....	69	56	10	1	1	1
Whitehorse.....	36	25	9		1	1
Mayo.....	29	13	10	5		1
	134	94	29	6	2	3

COMPARATIVE REGISTRATIONS OF PASSENGER AND COMMERCIAL VEHICLES,
1924, 1925 AND 1926, AND PERCENTAGES OF INCREASE, 1926

Provinces	Passenger Registrations				Commercial Truck Registrations			
	1924	1925	1926	1925-1926 per cent increase	1924	1925	1926	1925-1926 per cent increase
Alberta.....	45,871	50,496	59,767	18.3	2,036	3,138	4,362	39.0
British Columbia..	39,438	46,336	56,272	21.4	8,177	9,269	10,661	15.0
Manitoba.....	40,649	46,736	53,104	13.6	2,655	3,606	4,674	29.6
New Brunswick....	18,311	17,420	19,290	10.7	1,446	1,342	1,626	21.0
Nova Scotia.....	18,234	20,012	22,580	12.8	2,235	2,563	2,989	16.6
Ontario.....	271,341	303,736	343,992	13.1	31,488	34,690	39,012	12.4
Prince Edward Island.....	2,471	2,824	3,317	17.4	100	114	125	9.6
Quebec.....	70,736	80,854	84,384	4.0	11,900	14,174	15,018	6.0
Saskatchewan.....	64,666	71,205	86,105	20.9	3,780	5,560	8,686	56.0
Yukon.....	76	76	94	23.7	24	33	29	(decrease) 12.0
CANADA....	571,793	639,695	728,905	14.0	63,841	74,489	87,182	17.0

MOTOR VEHICLE DRIVER AND GARAGE LICENSES BY PROVINCES—WEIGHT
RESTRICTIONS ON USE OF THE HIGHWAY (1926)

Province	Chauffeur	Operator	Garage	Period during which Motor Vehicles not permitted on Canadian Highways and Roads
Alberta.....	1,881	646	322	Nil.
British Columbia.....	5,645	32,000	Nil	Nil.
Manitoba.....	4,722*	11,320	Nil	Nil.
New Brunswick.....	2,000	Not issued	101	While frost is coming out (Mar. 15 to May 20).
Nova Scotia.....	1,739	23,635	Not issued	March 20-May 1.
Ontario.....	39,513	Included in chauffeurs	2,555	Exceeding one-half ton equipped with solid tires, or exceeding one ton, equipped with pneumatic tires, restricted to one-half carrying capa- city, March and April.
Prince Edward Island...	42	4,000	Not regis- tered	April.
Quebec.....	26,173	86,485	1,069	See note below.**
Saskatchewan.....	789	Nil	304	Nil.
Yukon.....	Nil	Nil	Nil	
CANADA.....	82,504	158,086	4,351	

* Includes 485 sales representative licenses.

**Statute provides:—The Minister of Roads may prohibit passage over a public road for such period of time as he may think necessary, either for work to be done, on such road, or to protect it while thawing out or during a rainy period. During such period, no motor vehicle or vehicles drawn by animals shall pass over the prohibited road. When prohibition is on account of thawing, or during a rainy period, the following may pass—letter carriers, pleasure vehicles, at a speed not exceeding sixteen miles an hour; and vehicles not laden, drawn by animals.

MAKES OF PASSENGER AND COMMERCIAL MOTOR VEHICLES MANUFACTURED IN
CANADA, GREAT BRITAIN, THE UNITED STATES, FRANCE, AND ITALY, FOR
THE CANADIAN HIGHWAY, IN 1926

Number	Trade Name	Number	Trade Name	Number	Trade Name
1	A. C.	37	Fordson	73	Overland
2	Acme	38	Franklin	74	Paige
3	Ajax	39	Gardner	75	Packard
4	American La France	40	Garford	76	Paterson
5	Anderson	41	A—General Motors Cor.	77	Pierce Arrow
6	Apperson	42	A—Gotfredson	78	Pontiac
7	Atterbury	43	Graham	79	Premier
8	Auburn	44	H.C.S.	80	Reo
9	Auto Car	45	Hertz	81	Republic
10	A—Brooks Steamer	46	Hudson	82	Rickenbecker
11	Buick	47	Hupmobile	83	Roamer
12	A—Cadillac	48	A—International	84	Rolls-Royce
13	Case	49	Jewett	85	Ruggles
14	Chandler	50	Jordan	86	A—Samson
15	Checker	51	Kelley-Springfield	87	Safeway
16	A—Chevrolet	52	Kissel Kar	88	Sanford
17	A—Chrysler	53	Lexington	89	Selden
18	Cleveland	54	Leyland	90	Standard
19	Commerce	55	Lincoln	91	A—Star
20	Cunningham	56	Locomobile	92	Stearns-Knight
21	Dailmer	57	Maccar	93	Stewart
22	Davis	58	Mack	94	Sterling
23	Day Elder	59	McFarlane	95	Straker-Squire
24	Defiance	60	A—McLaughlin-Buick	96	Studebaker
25	Denby	61	Maple Leaf	97	Stutz
26	Diamond	62	Marmon	98	Sunbeam
27	A—Dodge	63	Master	99	Thornycroft
28	Duplex	64	Mercer	100	Traffic
29	A—Durant	65	Moon	101	Vauxhall
30	Elcar	66	Morris	102	Velvie
31	Essex	67	Napier	103	White
32	F.W.D.	68	Nash	104	Wills Ste. Claire
33	Federal	69	A—National	105	A—Willys-Knight
34	Fiat	70	Nelson	106	Wolseley
35	Flint	71	A—Oakland	107	A—Yellow Cab
36	A—Ford	72	A—Oldsmobile		

A—Makes manufactured in Canada.

PROVINCIAL REVENUES FROM REGISTRATIONS, LICENSES, AND TAXES FOR USE
OF THE HIGHWAY, 1926

Province	Total receipts from registration fees		Operator, dealer, garage and chauffeur licenses, fines and miscel- laneous	Gasoline	Totals
	Passenger auto- mobiles	Motor truck, buses, cycles			
	\$	\$	\$	\$	\$
Alberta.....	1,094,216*	1,489	29,519	423,778	1,549,002
British Columbia.....	1,361,155†	4,357	79,709	710,279	2,155,500
Manitoba.....	664,913	52,036	33,319	523,014	1,273,282
New Brunswick.....	568,378	Included	Included	Nil	568,378
Nova Scotia.....	506,025	70,790	27,641	206,497	810,953
Ontario.....	4,972,248	1,171,067	272,397	3,533,775	9,949,487
Prince Edward Island.....	68,224	2,678	693	31,760	103,355
Quebec.....					
Saskatchewan.....	1,440,554	162,639	89,497	Nil	1,692,690
Yukon.....	1,034	486		Nil	1,520

*Includes motor trucks and buses.

†Includes motor trucks and trailers.

AVERAGE RECEIPTS PER VEHICLE, AVERAGE NUMBER OF PERSONS PER VEHICLE,
AND AVERAGE POPULATION PER MILE RURAL ROAD

Province	Total regis- tration	Total revenues from motor vehicles	Average receipts per vehicle	Popu- lation esti- mated as June 1, 1926	Persons per vehicle	Mileage rural roads	Esti- mated rural population as June 1, 1926	Rural population per mile rural road
		\$	\$ cts.					
Alberta.....	65,590	1,549,002	23 61	*607,584	9	60,000	404,836	6
British Columbia..	68,436	2,155,500	31 49	568,400	8	16,889	296,000	18
Manitoba.....	58,724	1,273,282	21 68	*639,056	11	70,000	374,935	5
New Brunswick...	21,182	568,378	26 83	407,200	19	10,878	273,921	25
Nova Scotia.....	26,006	810,953	31 18	540,000	21	14,581	304,207	21
Ontario.....	390,126	9,949,487	25 50	3,145,600	8	66,990	1,297,984	19
Prince Edward Island.....	3,458	103,355	29 88	87,000	25	3,650	68,386	19
Quebec.....	107,994	.....	.....	2,561,800	24	31,281	1,108,548	35
Saskatchewan.....	97,267	1,692,690	17 40	*821,042	8	152,000	592,263	4
Yukon.....	142	1,520	10 70	3,450	24	.....	.....	.....
CANADA....	838,925	.....	.....	9,381,132	11	426,269	4,721,080	11

*According to census taken in Manitoba, Saskatchewan and Alberta June 1, 1926.

SUMMARIES OF STATUTORY LIMITATIONS OF GROSS WEIGHTS PER VEHICLE, 1926

Alberta	British Columbia	Manitoba	New Brunswick	Nova Scotia	Ontario	Prince Edward Island	Quebec	Saskatchewan	Yukon
No restriction.....		Municipal restrictions may be enacted. Sec. 48 Motor Vehicle Act.	12,000 lbs. pneumatic tires.	Maximum gross, 6 tons.	Maximum gross, 10 tons; 3½ tons per wheel; and 15,000 lbs. per axle.	Maximum gross, 4½ tons.	5 tons, on solid tires; and 6 tons on pneumatic tires. In cases of vehicles with two driving axles, 4 tons per axle, on solid tires; and 4½ tons per axle on pneumatic tires. This applies to vehicles used outside of cities and towns. Within limits of cities and towns there is no restriction.	No restriction.....	No restriction.
	Class 1 highways 2 " 3	summer 12 tons maximum gross 10 " 7	" " 10 tons " 7 " 5	winter " maximum gross " " " "					

FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL
PARKS, 1926.

Province	Passenger	Commercial Truck	Motor Cycle	Chauffeur	Operator	Garage	Dealer or Manufacturer
Alberta.....	Wheel base of 100", \$15; each 5" additional \$2.50; exceeding 135", \$35.	Same as passenger car.....	\$2 00	\$3 00	Not issued.....	Not issued.....	\$25 and \$1 per set of number plates for three vehicles; \$10 per set additional.
British Columbia.....	Weight added to value, 2,500 units, \$16.90; for each 100 units additional 6 $\frac{3}{4}$ c.	Same as passenger car.....	\$5.65 and \$5 first registration.	5 00	Driver's license \$1 (duplicates 25c.)	Not issued.....	\$50 for five vehicles. \$10 for each additional.
Canadian National Parks.	Same as fees of province in which located.	Same as fees of province in which located.	Same as fees of province in which located.	1 00	Transient season \$4. One day-three weeks \$1.	Not issued.....	Same as fees of province in which located.
Manitoba.....	Wheel base of 100", \$10; each 5" additional, \$2.50; exceeding 135", \$30. (For authority to operate motor vehicles see Sec. 6 Manitoba Motor Vehicle Act).	Ton unit One ton and under \$10 00 Two tons and under 20 00 Three tons and under 30 00 Four tons and under 40 00 Five tons and under 50 00 Over five tons..... 60 00	5 00 With side car \$7 50	5 00	Not issued.....	Not issued.....	\$20 for first set of plates and \$10 for each set additional.
New Brunswick.....	\$1.10 plus \$1 license plates; Registration fee \$5.	\$1.35 pneumatic tires, non-pneumatic tires, plus \$1. license plates. Registration fee \$5.	\$2 registration; \$5 tax.	4 00	Owner's permit, no charge; additional members of family \$1 per permit.	Owner's permit, no charge; additional members of family \$1 per permit.	\$50 license 2 sets plates; \$15 each additional set.
Nova Scotia.....	\$1 per cwt. or fraction thereof, minimum \$17.	\$1.35 per cwt. or fraction thereof (chassis only), minimum \$19.	\$8 00 With side car \$12 00	5 00	Not issued.....	Not issued.....	\$50 for one permit and not exceeding one duplicate set of plates; \$15 for each set additional.

Ontario.....	H.P. unit 4 6 8-12 cyls.*	Ton weight†	\$4 00 If equipped wholly with pneumatic tires	\$2 original \$1 renewal	Not issued....	Class A \$10..... Class B \$ 5.....	Passenger—\$25 per set of markers. Commercial—based on combined weight and carrying capacity of the largest truck dealt in.
Prince Edward Island	25 h.p.....\$14 \$16 \$22	Less than 2 tons.....	16 00	18 00	Not issued.....	Not issued.....	\$32 for permit; markers, \$2 per set.
	35 h.p..... 16 21 26	Of 2 tons and up to 3 tons.....	24 00	27 00			
	50 h.p..... 21 31 36	More than 3 tons and up to 4.....	36 00	40 00			
	Over 50 h.p. 31 36 41	" 4 ".....	45 00	50 00			
		" 5 ".....	60 00	66 00			
		" 6 ".....	70 00	77 00			
		" 7 ".....	80 00	88 00			
		" 8 ".....	99 00	117 00			
		" 9 ".....	110 00	130 00			
		" 10 ".....	132 00	154 00			
		" 11 ".....	144 00	168 00			
		" 12 ".....	100 00	66 50			
Quebec	Cwt. unit, 80c. each.....	Ton capacity unit.....	\$10 00	\$6 50	Not issued.....	Not issued.....	\$26 for first certificate and set of two plates; and \$10 for each addi- tional.
		One ton or less.....\$14 00					
		Each ton additional.. 5 00					
	Cwt. unit— Pleasure.....\$ 0 70	Cwt. unit depending upon Character of tire.....	H.P. unit, 90c. each	\$5 00	\$5 00	\$20 in Montreal, Quebec, Westmount, Outre- mont, Verdun, and Maisonneuve; \$10 in other cities; \$5 else- where.	
	Service..... 1 00 Autobus..... 1 50	Pneumatic tire; per cwt.— Three tons and under \$1 25 Exceeding three tons \$2 50 Non-pneumatic tire— Two and a half and under.....\$1 50 Exceeding two and a half.....\$3 00					
Saskatchewan.....	Wheel base of 100" \$15; each additional 5" \$2.50; exceeding 135" \$35.	Wheel base unit Wheel base, 125" \$15 00 Exceeding 125" but not exceeding 130" 25 00 Exceeding 130" 35 00	\$8 00; motor attachment bicycle, \$3.	\$5 00	Livery† \$23 to \$43.	\$1 00 Under an amendment of Saskatchewan Legis- lature operative May 1926, "garage" means a place which has accom- modation for housing one or more motor vehicles and includes a public garage.	\$40 in three chief cities, \$30 in other cities; \$25 in incorporated towns; \$20 in other places; \$20 for markers additional
Yukon.....	\$10.....	\$10.....	\$3 00	Not issued	Not issued.....	Not issued.....	\$1 for each set of number plates.

*Buses 1-10th of a cent per passenger per mile on provincial roads—1-15th of a cent on all other roads.

†Trailers under 1 ton, \$3; 1-2 tons, \$6; 2-3 tons, \$15; 3-4 tons, \$20; 4-5 tons, \$25; 5-6 tons, \$30; 6-7 tons, \$42; 7-8 tons, \$48; 8-9 tons, \$54; 9-10 tons, \$60.

‡Every liveryman is declared by statute to be a "common carrier," who shall furnish reasonable and adequate service at just and reasonable rates during such hours as may be reasonably required for the accommodation of the public.

THE CRIMINAL CODE AND MOTOR VEHICLES

The provisions of the Criminal Code of the Dominion, having particular relation to motor vehicles, are as follows:—

Injury from
furious
driving.

285. Every one is guilty of an indictable offence and liable to two years' imprisonment, who, having the charge of any carriage or motor vehicle, automobile, or other vehicle, by wanton or furious driving, or racing or other wilful misconduct, or by wilful neglect, does or causes to be done any bodily harm to any person. As amended by 1910, C. 13, S. 1.

Driver to
stop after
accident.

285A. Whenever, owing to the presence of a motor car on the highway, an accident has occurred to any person or to any horse or vehicle in charge of any person, any person driving the motor car shall be liable on summary conviction to a fine not exceeding fifty dollars and costs or to imprisonment for a term not exceeding thirty days if he fails to stop his car and, with intent to escape liability either civil or criminal, drives on without tendering assistance and giving his name and address. As enacted by 1910, C. 13, S. 2.

Theft of use.

285B. Every one who takes or causes to be taken from a garage, stable, stand, or other building or place, any automobile or motor car with intent to operate or drive or use or cause or permit the same to be operated or driven or used without the consent of the owner shall be liable, on summary conviction, to a fine not exceeding five hundred dollars and costs or to imprisonment for any term not exceeding twelve months or to both fine and imprisonment. As enacted by 1910, C. 11, S. 1, and 1918, C. 16, S. 3.

Driving
while
intoxicated.

285C. Every one who while intoxicated or under the influence of narcotics drives any motor vehicle or automobile or has the care or control of a motor vehicle or automobile whether it is in motion or not shall be guilty of an offence and liable upon summary conviction for the first offence to a term of imprisonment not exceeding thirty days and not less than seven days, for a second offence to a term of imprisonment not exceeding three months and not less than one month, and for each subsequent offence to a term of imprisonment not exceeding one year and not less than three months. As enacted by 1925, C. 38, S. 5.

Theft of car.

377A. (1) Every one who is found guilty of stealing any automobile or motor car shall be sentenced to not less than one year's imprisonment. The provisions of subsection one of section one thousand and thirty-five shall not apply or extend to any such person, and sentence in any such case shall not be suspended without the concurrence of the Attorney-General or his agent, or of the counsel acting for the Crown in the prosecution of the offender. Sub-section (1), as enacted by 1921, C. 25, S. 5.*

(2) The maximum penalty for stealing any automobile or motor car shall be the penalties prescribed by section three hundred and eighty-six of this Act (1922, c. 16). Section 386 provides for a MAXIMUM penalty of seven years for first offence, and ten years for a subsequent offence.

* According to section 1035 here referred to, a person convicted of an indictable offence punishable with imprisonment for five years or less might, in lieu of any punishment otherwise authorized, be fined. But now there is no option in the case of a motor vehicle.

LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS IN EFFECT DURING 1926 (MILES PER HOUR)

Provinces	Open Country	Open country obscured	Where closely built up	Cities towns villages	Urban places obscured
		Miles	Miles	Miles	Miles
Alberta.....	Reasonable, having regard to traffic and use of highway.			20	10
British Columbia.....	Reasonable, having due regard to traffic and use of highway. Any person driving or operating a motor vehicle within cities, towns and villages over 20 miles per hour, and over 30 miles per hour in open country, shall prima facie be deemed to be driving or operating the motor vehicle in other than a careful and prudent manner.				
Canadian National Parks.....	Reasonable and proper, having regard to traffic and use of highway.				
Manitoba.....	Maximum 25 miles per hour.			15	8
New Brunswick.....	Reasonable, having regard to traffic and use of highway*.			15	10
Nova Scotia.....	40 miles per hour.	20	20	20	20
Ontario.....	25 miles per hour.		15	15	
	Commercial vehicles, 20 miles per hour.	12½	10	20	10
	25 miles per hour; if equipped with solid tires, 15 miles per hour.				
	Trucks exceeding 4 tons gross; 10 miles per hour, max.				
Prince Edward Island.....	Trucks exceeding 6 tons gross; 8 miles per hour, max.	12	12	10	
Quebec.....	15 miles per hour.		20	20	
	30 miles per hour†.				Not to exceed 8 miles per hour in a curve or speed descent, at intersection of roads, when crossing a bridge, or within 300 feet of a railway crossing.
					Commercial vehicle or delivery car fitted entirely or in part with non-pneumatic tires not to exceed 8 miles per hour if vehicle loaded, nor 10 miles per hour if not loaded.
					Commercial vehicle or delivery car fitted entirely with pneumatic tires not to exceed 12 miles an hour if vehicle loaded, nor 15 miles an hour if not loaded.
Saskatchewan.....	Dangerous to public in all circumstances of case.				
Yukon.....	Reasonable and proper.			15	

*In certain municipalities, 20 miles per hour.

†1. Any vehicle loaded to weight in excess of 6 tons, restricted to 10 miles per hour.

‡2. Any vehicle within public park or exhibition ground, restricted to 15 miles per hour.

§In the case of a commercial vehicle, speeds are reduced to the following rates:—

Tires—Pneumatic..... Any weight, if loaded, 12 miles per hour, if not loaded, 15 miles per hour.

Non-pneumatic..... Any weight, if loaded, 8 miles per hour; if empty, 10 miles per hour.

ADMINISTRATIVE PROVISIONS OF MOTOR VEHICLE LEGISLATION OF THE PROVINCES, IN FORCE DURING 1926

Province	Department or Official in charge	Requirements for Owners' and Chauffeurs' Licenses	Period of Exemption granted to non-residents	Date of Expiry of Registrations and Licenses
Alberta.....	Provincial Secretary.....	Chauffeur must be 18 and pass examination. Male driver must be 16; female driver, 18.	Reciprocal.....	December 31
British Columbia.....	Superintendent of Provincial Police.....	Driver must be 17, unless permit secured from 15-17. Chauffeur under 21 requires permit.	Ninety days, upon giving notice.	"
Canadian National Parks.....	Superintendent of Parks, Department of the Interior.	Chauffeur must be 18 and give evidence of qualifications.	None.....	"
Manitoba.....	Municipal Commissioner.....	Chauffeur must be 18 and pass examination. Driver must be 16.	Reciprocal.....	"
New Brunswick.....	Department of Highways.....	Chauffeur must be 18, and must obtain certificate of competency.	Ninety days to Canadians. Thirty days to non-residents.	"
Nova Scotia.....	Minister of Highways, Motor Vehicle Branch.	Chauffeur must be 18, pass examination and furnish testimonials. Driver must be 16.	Three consecutive months.....	"
Ontario.....	Department of Public Highways.....	Chauffeur must furnish certificates of fitness; age 16.	Three consecutive months; certain states, thirty days.*	"
Prince Edward Island.....	Provincial Secretary.....	Driver aged 16-18 must pass examination and obtain license.	Sixty days.....	April 30
Quebec.....	Provincial Treasurer.....	Chauffeur must furnish certificates of competence and character. Driver must be 18. Driver or chauffeur must be 18 and be licensed; former recommended; latter examined.	Pleasure vehicles three months if owner's residence more than 10 miles from province; one year if residence is situated at a distance of 10 miles, or less, from province.	Last day of February.
Saskatchewan.....	Provincial Secretary.....	Chauffeur must be 18, and present evidence of qualifications. Driver must be 16.	Commercial vehicles if owner's permanent place of business is less than 5 miles distance from Province.	December 31.
Yukon.....	Territorial Secretary.....	Male driver must be 16; female driver 18.	For touring purposes, not more than three months in any year; for commercial purposes, not more than one month from the date motor vehicle is taken into province.	March 31.

*Not applicable to commercial vehicles from these States.

CLASSIFICATION OF CANADIAN HIGHWAY AND ROAD MILEAGES BY PROVINCES, MARCH 31, 1926

Province	Total Miles	Earth Miles	Gravel Miles	Waterbound Macadam Miles	Bituminous Macadam Miles	Bituminous Concrete Miles	Cement Concrete Miles
Prince Edward Island.....	3,650-00	3,630 00 ³	14-00	.....	6-00	.....	.....
Nova Scotia.....	14,581-11	10,604-09	3,903-72	65-70 ⁸	7-60	.....	.....
New Brunswick.....	10,877-60	8,790-00	2,075-00	12-60	.....	.....	.....
Quebec.....	31,281-43	24,671-09 ⁴	4,762-77	1,576-41 ⁸	133-97	64-71	72-48
Ontario.....	51,990-01	21,478-35	25,296-06	4,083-90	366-70	524-00	241-00*
Northern Ontario.....	15,000-00	9,917-00	5,000-00	54-00	23-00	.....	6-00
Manitoba.....	70,000-00 ¹	68,131-67 ²	1,843-80	.....	.....	18-53	6-00
Saskatchewan.....	152,000-00	151,950-00 ⁶	50-00	.....	.....	.....	.....
Alberta.....	60,000-00	45,400-00 ⁷	400-00	.....	.....	.....	.....
British Columbia.....	16,889-31	12,856-62	3,831-66	36-79	36-41	93-58	34-25
	426,269-46	371,628-82	47,177-01	5,829-40	573-68	700-82	359-73

* Includes 2 miles of brick road.

¹ Approximate mileage of unopened roads 48,000-00.² Includes 1,992-41 miles earth roads graded.³ Includes 750 miles improved earth and 2,880 miles ordinary earth roads.⁴ Includes 209-49 miles sand-clay roads and 9,461-60 miles unimproved earth roads.⁵ Includes 725-4 miles oiled, waterbound macadam and 377-35 miles carpet coated macadam.⁶ Includes 7,000 miles Provincial Highway System of which 2,300 miles completed, 100 miles of sand-clay surfacc, 25,000 miles main market roads all in fair condition, and 120,000-00 lateral or feeder roads, some of which are improved but to a lower standard than the main market roads; some mileage of the 120,000-00 not open to travel.⁷ Road allowance and unimproved.⁸ Includes 30-8 miles crushed stone (not waterbound).

MILEAGE OF CANADIAN HIGHWAYS CONSTRUCTED DURING 1926, AND MILEAGE UNDER PATROL OR GANG MAINTENANCE

Province	Improved Earth	Gravel	Water-bound Macadam	Bituminous Macadam (penetration)	Sand Clay	Asphaltic Concrete	Cement Concrete	Total Construction	Mileages under patrol or gang maintenance
(Colonization)									
Alberta.....	273.0	152.9	3.0	40.0				652.2	1,928
British Columbia.....	226.3	100.0						303.0	4,000
Manitoba.....	160.0	348.0						665.75	800
New Brunswick.....	317.75	300.0		4.2				1,004.2	1,725
Nova Scotia.....	700.00	50.0	2.0					252.0	13,000
Northern Ontario.....	200.0	431.0	4.25					823.25	2,552
Ontario.....	388.0	525.0	124.70	73.13		42.33	94.30	859.46	15,861
Prince Edward Island.....	25.0	5.0				.33	0.33	30.66	700
Quebec.....	100.0	568.0	25.0		25.0			718.0	3,858
Saskatchewan.....	480.0							480.0	2,400
CANADA.....	2,870.05	2,479.90	158.95	117.33	25.0	42.66	94.63	5,788.52	46,824

STATEMENT OF THE IMPORT DUTIES AND EXCISE TAXES (EXCLUSIVE OF SALES
TAX) COLLECTED BY THE DEPARTMENT OF CUSTOMS ON MOTOR VEHICLES
AND PARTS DURING THE CALENDAR YEAR 1926

Item	Import Duties
	\$ cts.
Pneumatic rubber tire casings.....	106,596 00
Inner tubes.....	16,265 66
Solid rubber tires.....	10,027 68
Automobile engines.....	2,634,497 68
Automobiles, freight.....	627,730 02
Automobiles, passenger.....	5,453,891 82
Automobile parts.....	7,600,812 48
Motor cycles.....	40,345 28
Motor vehicles, n.o.p.....	12,035 75
Motor cycle and motor vehicle parts.....	11,950 49
	16,514,152 86
	Excise Taxes
On domestic automobiles.....	2,903,726 46
On imported automobiles.....	1,375,736 56
	4,279,463 02

REGISTERED MOTOR TOURISTS
STATEMENT OF MOTOR VEHICLES ADMITTED INTO CANADA FOR TOURING PURPOSES, 1926.

Province	Period exceeding 1 month and not more than 6 months				Period not exceeding 1 month				Period not exceeding 24 hours			
	1924		1925		1926		1923		1924		1925	
	1923	1924	1925	1926	1923	1924	1923	1924	1923	1924	1925	1926
Alberta.....	13	2	40	26	970	1,575	2,836	2,836	Nil	1,258	6,294	6,746
British Columbia.....	9	63	187	217	55,438	73,345	84,615	93,449	8,498	24,921	38,986	47,060
Manitoba.....	21	25	51	39	4,645	3,502	5,983	9,544	1,662	13,851	18,529	25,386
New Brunswick.....	73	124	193	176	4,092	6,605	11,682	14,233	3,150	236,641	476,555	51,024*
Nova Scotia.....	93	104	162	171	288	409	532	638	Nil	Nil	Nil	Nil
Ontario.....	1,505	1,645	1,877	2,112	120,742	163,876	229,310	263,114	866,606	1,135,471	1,290,090	1,289,412
Prince Edward Island.....	7	12	20	20	Nil	Nil	8	7	Nil	Nil	Nil	Nil
Quebec.....	228	352	303	376	85,530	110,582	143,628	164,047	14,938	44,485	111,983	97,354
Saskatchewan.....	7	17	123	1,031	739	1,736	3,120	3,038	Nil	2,273	2,598	4,199
CANADA.....	1,956	2,344	2,948	4,168	272,444	361,630	481,161	550,906	894,854	1,458,900	1,945,035	1,521,181

*Figures given for New Brunswick previously included at one port of entry all vehicles, motor traffic or otherwise, whether crossing one or more times a day. Figures for 1926 show tourist traffic only.

N.B.—The figures quoted are entries at the Customs ports of entries and are credited to the province in which the Customs port is located. The primary object of collecting figures was to ascertain the extent of foreign automobile traffic into Canada and form a basis for approximating the revenue derived from such traffic.

The figures do not in any way relate to the number of foreign cars entering the several provinces by interprovincial routes.

SUMMARY OF MOTOR TOURISTS ENTRIES, 1926

Customs Ports by Provinces—Tourist Outlays				Canadian Motor Tourists in United States			
Province	Number of Ports	Average Number Entries One Day to Six Months	Gross Estimated Tourist Outlays	Province	1924	1925	1926
Alberta.....	9	1,067	\$ 1,032,520	Alberta.....	552	781	1,416
British Columbia...	22	6,397	29,366,500	British Columbia...	50,932	65,267	98,466
Manitoba.....	12	2,914	3,441,120	Manitoba.....	2,085	4,390	14,989
New Brunswick.....	14	4,674	5,607,180	New Brunswick.....	1,062	4,653	9,371
Nova Scotia.....	8	101	499,200	Nova Scotia.....	28	42	63
Ontario.....	27	57,579	108,524,040	Ontario.....	70,860	95,793	164,069
Prince Edward Island...	4	7	38,100	Prince Edward Island...	2	Nil	Nil
Quebec.....	23	11,381	51,837,980	Quebec.....	36,401	49,330	55,352
Saskatchewan.....	10	827	2,851,180	Saskatchewan.....	553	2,823	2,661
CANADA.....	129	16,095	203,197,820	CANADA.....	162,475	223,079	346,387

N.B.—The above calculations as to gross estimated tourist outlays are based on the assumption that each vehicle contained 4 persons and each person made an outlay of \$5.00 daily for supplies and exportable purchases, estimating that each touring party stayed on Canadian soil full time of permits for the one-day period and half time of permits for longer periods.

STATEMENT OF AMERICAN CARS ADMITTED INTO CANADA THROUGH CUSTOMS
PORTS, AND OF CANADIAN CARS ADMITTED INTO THE UNITED STATES
THROUGH CUSTOMS PORTS IN 1926

Provinces	American cars admitted for period not exceeding 24 hours	American cars admitted for period not exceeding one month	American cars admitted for period exceeding one month and not more than six months	Canadian cars exported for touring purposes
<i>Alberta—</i>				
Cardston.....	6	66		
Coutts.....	6,379	1,626		706
Carway.....	167	932		351
Lethbridge.....			15	
Macleod.....				
Medicine Hat.....			4	
Pinhorn.....	19	49		5
Twin Lakes.....	98	58	7	311
Wild Horse.....	77	105		43
	6,746	2,836	26	1,416
<i>British Columbia—</i>				
Aldergrove.....		5,098	5	2,614
Carson.....	3,575	1,836		47
Cascade City.....	3,052	2,895	1	1,051
Douglas.....	10,224	2,649		11,529
Bridestville.....		189		366
Huntingdon.....	15,997	1,016	2	12,826
Kingsgate.....		2,522	2	2,541
Midway.....	310			621
Myncaster.....	892	390		110
Nelway.....	585	1,142		501
Newgate.....	760	375		81
New Westminster.....		105	17	
Osoyoos.....	1,354	2,497		2,535
Pacific Highway.....	4,616	63,564	6	42,251
Paterson.....	808	661	1	996
Rykerts.....	559	628	9	271
Similkameen.....	137	143	2	284
Vancouver.....		139	110	47
Victoria.....		3,577	62	673
Waneta.....	14	41		16
Sidney.....		3,069		1,382
Boundary Bay.....	4,177	913		17,724
	47,060	93,449	217	98,466
<i>Manitoba—</i>				
Bannerman.....	1,084	157		15
Cartwright.....	948	318	4	688
Crystal City.....	980	283		102
Deloraine.....	117	69		356
Emerson.....	9,170	7,161	33	7,916
Gretna.....	9,957	512	1	3,436
Haskett.....	1,042	122		847
Killarney.....	1,294	615	1	71
Piney.....	630	119		712
Souris.....				
Sprague.....	16	3		573
Waskada.....	148	185		273
	25,386	9,544	39	14,989

STATEMENT OF AMERICAN CARS ADMITTED INTO CANADA THROUGH CUSTOMS
PORTS, AND OF CANADIAN CARS ADMITTED INTO THE UNITED STATES
THROUGH CUSTOMS PORTS IN 1926—*Continued*

Provinces	American cars admitted for period not exceeding 24 hours	American cars admitted for period not exceeding one month	American cars admitted for period exceeding one month and not more than six months	Canadian cars exported for touring purposes
<i>New Brunswick—</i>				
Andover.....	10,874	1,441	3	64
Aroostook Jct.....	456	21		
Clair.....	3,090	656		1,384
Connors.....	611	186		295
Fosterville.....	1,805	44		46
Grand Falls.....	8,089	742		2,777
Green River.....	506	6		
Milltown.....		377		33
McAdam Jct.....		39		3
St. Croix.....	4,956	650	1	3,659
St. Andrews.....			1	
St. John.....		98	41	68
St. Leonards.....	18,683	2,369	1	21
St. Stephen.....	1,954	7,604	129	1,021
	51,024	14,233	176	9,371
<i>Nova Scotia—</i>				
Annapolis Royal.....			8	
Digby.....		1	10	
Halifax.....		56	39	7
Lunenburg.....			3	
Port Hawkesbury.....				
Truro.....			16	
Windsor.....				
Yarmouth.....		581	95	56
		638	171	63
<i>Ontario—</i>				
Amherstburg.....				
Aultsville.....	377	2,890		1,110
Bridgeburg.....	127,082	31,684	583	22,051
Brockville.....	3,117	4,107	38	1,780
Courtright.....	2,025	826		100
Depot Harbour.....				
Fort Frances.....	17,025	641		314
Fort William.....		40	3	1
Gananoque.....	12	3,419	5	500
Kingston.....	1	1,065	24	266
Morrisburg.....	158	499	1	434
Niagara Falls.....	485,262	96,276	272	87,384
Pigeon River.....	287	5,851		1,454
Point Alexandria (Wolfe Island).....	40	50	3	53
Port Arthur.....	22			16
Port Lambton.....	6,098	626		256
Prescott.....	4,808	7,016	16	5,095
Queenston Bridge.....	26,488	14,199	26	22,870
Rainy River.....	259	317		464
Rockport.....	30	1,169		62
Sarnia.....	40,032	46,846	105	8,914
Sault Ste. Marie.....	8,721	2,380	59	639
Sombra.....	4,254	636		218
Toronto.....		499	183	127
Walkerville.....	251,042	11,381	344	3,759
Wallaceburg.....				
Windsor.....	312,272	30,697	450	6,202
	1,289,412	263,114	2,112	164,069

STATEMENT OF AMERICAN CARS ADMITTED INTO CANADA THROUGH CUSTOMS
PORTS, AND OF CANADIAN CARS ADMITTED INTO THE UNITED STATES
THROUGH CUSTOMS PORTS IN 1926—*Concluded*

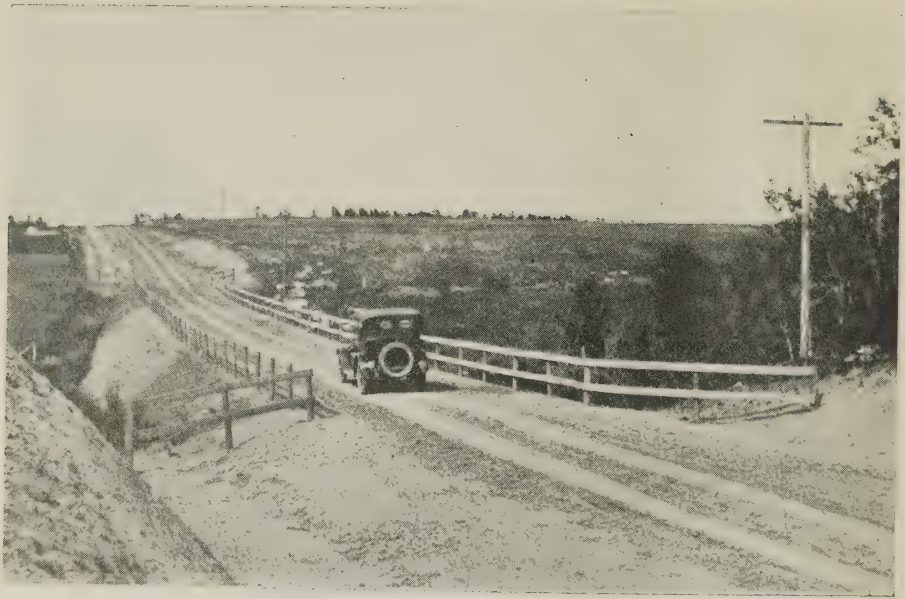
Provinces	American cars admitted for period not exceeding 24 hours	American cars admitted for period not exceeding one month	American cars admitted for period exceeding one month and not more than six months	Canadian cars exported for touring purposes
<i>Prince Edward Island—</i>				
Charlottetown.....			16	
Georgetown.....			1	
Port Borden.....		5	3	
Summerside.....		2		
		7	20	
<i>Quebec—</i>				
Abercorn.....	6,846	5,017	6	5,050
Armstrong.....	1,020	8,183	9	1,202
Athelstan.....	4	155		88
Beebe Junction.....	1,783	242		70
Cantie.....	1,514	1,788	2	1,819
Comins Mills.....	4,145	1,032		492
Dundee.....	2,000	9,139	2	1,193
Frelighsburg.....	4,389	4,124	1	1,754
Frontier.....		1,070	2	827
Hemmingford.....	2,645	5,241	3	2,934
Herdman.....	115	3,921	1	1,598
Hereford Road.....		5,848		12
Highwater.....	11,364	5,629		6,534
Lacolle.....	3,612	38,525	129	9,777
Mansonville.....	578	212	2	87
Montreal.....		55	115	9
Noyan Jct.....	1,604	3,621		919
Philipsburg.....	17,534	12,738		3,531
Rock Island.....	20,776	22,982	99	4,357
Stanhope.....	5,984	12,832	5	6,046
St. Armand.....	4,275	596		672
St. Regis.....	1,810	1,200		528
Trout River.....	5,356	19,897		5,853
	97,354	164,047	376	55,352
<i>Saskatchewan—</i>				
East Poplar River.....	1,212	381	58	936
Estevan.....	1,327	301	62	507
Maple Creek.....				
Marienthal.....	1,169	453	353	337
Moosomin.....				
Northgate.....	240	613	132	169
North Portal.....	251	1,231	411	608
Shaunavon.....		46	13	89
Swift Current.....				
Sybouts.....		13	2	15
	4,199	3,038	1,031	2,661
TOTAL.....	1,521,181	550,906	4,168	346,387



Highway in Manitoba, improved under Canada Highways Act.



A perfect curvature in Alberta improved under Canada Highways Act.



Saskatchewan road after improvement under Canada Highways Act.



One of British Columbia's beautiful roads. A portion of the Vancouver-Ladner road (improved under Canada Highways Act).

REGULATIONS OF CUSTOMS DEPARTMENT OF CANADA RE TOURISTS' AUTOMOBILES, OUTFITS AND BAGGAGE

A non-resident of Canada may enter his automobile for touring purposes in Canada by complying with the requirements of the following summary of the regulations of the Department of Customs.

TEMPORARY ADMISSION—TWENTY-FOUR HOURS

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period not exceeding 24 hours, by the owner surrendering his State license card, which is handed to him on his return journey.

TEMPORARY ADMISSION—TWO DAYS—ONE MONTH

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period of one month, by filling in a prescribed form (E. 50) made out in duplicate; one copy kept on file by the Canadian Customs official and one copy retained by the tourist. The original and duplicate are compared when the tourist makes his exit from Canada.

An extension of 30 days may be granted by officers of Customs and Excise at frontier or interior ports, outposts or preventive stations in Canada upon presentation of the original permit granted on arrival into Canada and the certificate, in duplicate, of an authorized representative of a recognized Canadian Automobile Club or Association (Schedule "A").

A further extension of 30 days, granting 90 days in all, may be made upon similar application and the production of a second certificate.

TEMPORARY ADMISSION—ONE-SIX MONTHS

Automobiles may be entered at any Canadian port of Customs for touring purposes, for a period of one to six months, by filling in the same form referred to, depositing \$25, and signing a bond in approved form for double the amount of the estimated duties on the vehicle, or secure a special bond of an incorporated guarantee company authorized to do business in Canada.

The automobile of any tourist not returning within the time limit is liable to seizure. Should an unforeseen delay occur, prolonging the time of stay in Canada beyond that mentioned in the tourists' permit, the Customs Department, Ottawa, should be communicated with at once.

TOURISTS' OUTFITS

1. Persons visiting Canada for a limited period of time, for health or pleasure, may bring with them such guns including rifles but not including revolvers or pistols, fishing rods, canoes, tents, camp equipment, cooking utensils, musical instruments, kodaks, etc., as they require while in Canada for their own use and not for gain or hire, upon reporting same to the Customs officer at the port of entry and depositing with him a sum of money equal to the duty on such articles, and the money thus deposited may be refunded if the articles are exported outwards and identified at the Customs port where reported inwards, or at another port, within six months from time of entry; provided the articles are produced and their identity attested to before a Canadian Customs officer at the place of export or before a Customs officer at a place outside of Canada.

2. The tourist is required to furnish the Customs officer at the port of entry with a report or invoice of his outfit, in duplicate, one copy of which is to be returned to the tourist when signed by the Customs officer, with the amount deposited marked thereon.

3. All moneys received from tourists as security for the return of their outfits shall be deposited and held in a special account to the credit of the collector or sub-collector for return to the tourists on exportation of their outfits. In order that such deposits may be returned to tourists without delay—except in the case of default to export their outfits within six months—sub-collectors receiving same will make remittance thereof to the chief port.

4. Camera outfits for taking motion pictures of Canadian landscapes and industrial activities may be admitted as tourist outfit provided the operator from abroad makes a declaration to the satisfaction of the Customs collector at the port of entry to the effect that the camera outfit is for use in taking pictures of Canadian landscapes or industrial activities, and that the outfit and all the pictures taken thereby will be exported within six months from date of entry.

CANADIAN TOURISTS INTO UNITED STATES

A tourist by automobile from Canada into the United States must first secure a permit from the Customs officer at the Canadian port (Form C-12) and sign it, in order to return his vehicle without duty. Then, at the Customs port on the United States frontier, he must secure a permit entitling him to tour for one month. Should he desire to remain for six months, he must furnish a bond of an approved guarantee company of the United States, for double the amount of duty; but, no deposit is required.

